



# PATRIOT

439TH AIRLIFT WING • AIR FORCE RESERVE • WESTOVER AFB

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**THE 1996 GREAT  
NEW ENGLAND  
AIR SHOW  
SPECIAL ISSUE**





# Emergency plans cover show's 'what ifs'

by Capt. Mike Franco

It's no secret what you get when you grow from a busy base to a medium-sized city of 700,000 in two days: congestion. But the airshow's emergency operations center proved once again they were up to the challenge.

Traffic bottlenecked around the gates from late morning to mid afternoon each day. However, security police say there were reports of delays of up to three hours at the Westover Road gate.

Col. Franklin Senft, center's commander, blames the gridlock on two factors: visitors who waited for the early morning haze to burn off or those who timed their arrival to the show's headliner acts—the Thunderbirds and the U.S. Navy Leapfrogs.

But the center does more than manage traffic. In fact, it's ready for just about anything that could happen during an airshow.

The center is made up of civilian and military emergency response professionals, including civil engineers, fire and medical staff as well as state and local police. Says Maj. Stephen Luongo, chief of readiness, the center is really responsible for ensuring a solid response to anything from an accident to an attack. Well before the show, Luongo says, the center rehearsed its response to dozens of contingencies. Luckily, none of them happened.

About the biggest thing the center responded to was more than 30 incidents of heat exhaustion by late Saturday, says



MSgt. Sandi Michon

**AIRSHOW COMMAND POST** — Phones and radios kept reserve and local agencies in touch to coordinate airshow details. At left is SMSgt. Wade Tate, and Lt. Col. Talivaldi Maidelis.

Capt. Martha Shea, a 439th Medical Squadron nurse and center volunteer, minuscule when compared to the show's huge attendance.

The abundance of civilian medical volunteers as well as Westover medical staff at the center took the pressure off the base fire department, freeing it up for flying emergencies and watching for fire hazards.

Civil engineering and security police were also vital to the center.

Along with providing skilled technicians and equipment to support the rest of the center, the engineers worked "to keep the base clean and pleasant," according to Lt. Col. Tali Maidelis, chief of operations for the 439th Civil Engineering Squadron.

Considering the scope of the show, says Capt. Timothy Donnelly, 739th Security Police Flight, "we were fortunate that traffic was our most serious concern."

## PATRIOT

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## On the cover

**SHOWING OFF** — In the top photo, the dazzling F-16's stand sentry duty as two Iron Eagles perform aeronautic feats over the flightline. The bottom photo captures the essence of the airshow — crowds, concessions, cargo planes and a constant display of flying demonstrations.

*top photo:*

*Marshall Hathaway*

*bottom photo:*

*MSgt. Sandi Michon*





**IN THE AIR, ON THE GROUND, IN THEIR HEARTS** — The Leap Frogs break their connected canopies (upper), and make a smooth landing on the base ellipse (right). At bottom right, a Leap Frog delights young admirers with an “up close, and personal” demonstration of helmet and gear.

## Leap Frogs thrill crowd

by TSgt. W. C. Pope  
photos by MSgt. Sandi Michon

The Navy Leap Frogs didn't just hop into the Great New England Air Show, they jumped into it with heart and soul.

It seemed wherever you went during Westover's air show the U.S. Navy's acrobatic jump team was mingling. If they weren't giving an interview at 12,000 feet just before jumping, they were entertaining the crowds with their parachuting feats or demonstrating how they pack a parachute or just talking and giving autographs.

“We love to jump and entertain the crowds,” said Chief Petty Officer Larry Wilske while signing autographs for a Chicopee family.

The 15-man acrobatic team is comprised of sea, air and land personnel from the east- and west-coast SEAL teams attached to the Naval Special Warfare Center on Coronado Island, Calif. They perform 60 shows a year, April through November.

The overcast during some of the air show kept the Leap Frogs jumping at both high and low altitudes.

“The lowest jump we make is from 2,000 feet and that gives us enough time to open our main chute which is just enough time to open the backup if we need it,” said Petty Officer 1st Class Bob Scanfiffio. “The highest we jump is 13,000 feet, reaching speeds of 120 to 220 mph in the free-fall.”

“One of the most exhilarating jumps are those that we do into sport stadiums,” said Wilske. “Just dropping into a massive circular complex like that is quite a rush.”

During their three-year tour, team members undergo rigorous and demanding training until each member can loop, spin and fly in formation with the team. All members have at least 200 free-fall jumps and several have more than one thousand.

The job of the Leap Frogs is to help the Navy recruit and are considered the Navy's traveling ambassadors.







MSgt. Sandi Michon

**VINTAGE T-BIRDS —** Thunderbird pilots are escorted to their F-16s in a fleet of vintage Thunderbirds. Below, a maintenance specialist makes final checks in the F-16 cockpit prior to flight.



TSgt. W. C. Pope

## Thunderbirds: an appreciated species

by MSgt. Tom Allocco

For weeks before the Great New England Air Show, parents beguiled their children and themselves with tales of the legendary Air Force Thunderbirds and a promised display of the world's premiere high-powered aircraft and aircrews. The four-member diamond formation and the two solos highlighting the maximum capabilities of the F-16 lived up to those promises.

Rolling one after another down the runway, engines growling, the six Thunderbird F-16s sent ripples through the crowds. But when they left the ground, the formation unleashed 27,000 pounds of thrust and let the turbofans roar, the crowds went silent with awe.

Everyone present knew they witnessed a balance of precision flying and raw power. In the hands of the Thunderbird pilots, the F-16s did it all, first cutting long, graceful curves like dancers and then turning loose an explosion of power to rip the skies like their falcon namesake.

Rhonda Chisholm of Springfield spoke for many when she said. "It's amazing anything made of metal can do that. It's an amazing feat."

Her son, Matt, 10, and daughter Amanda, 7, had been talking about the Thunderbirds for a week. "They were just about to hit and they split," he said.

Matt gasped like those around him when the solo aircraft came out of nowhere to swoop across the sky with an explosive fury and again when all six

aircraft formed together, shooting skyward, trailing smoke and the crack and boom of their engines.

The F-16s came to Westover after performing a fly-by before President Clinton at the opening ceremony of the Atlanta Olympics.

The Thunderbirds are fielded by the U.S. Air Demonstration Squadron, Nellis AFB, made up of 140 members, more than 100 of whom are aircraft maintainers. MSgt. Roy Bull, a 1980 Chicopee High School graduate, is among those instilled with the special pride of the Thunderbird team.

A highlight of his 15-year career was the "patching ceremony" in the red, white and blue Thunderbirds hangar following a three-week training program.

"After passing a board test, you go before the commander," Bull said. "The whole squadron is present as he administers the final series of questions. He puts the patch on your chest and you hold it on your chest for dear life. It's an unforgettable experience, something you take with you the rest of your life."

With the high visibility comes an obligation to represent the best in the enlisted field, Bull said. "We work in front of the public and we want people to walk away with the impression that everyone in the Air Force is a professional because we represent everyone in an Air Force uniform," he said.

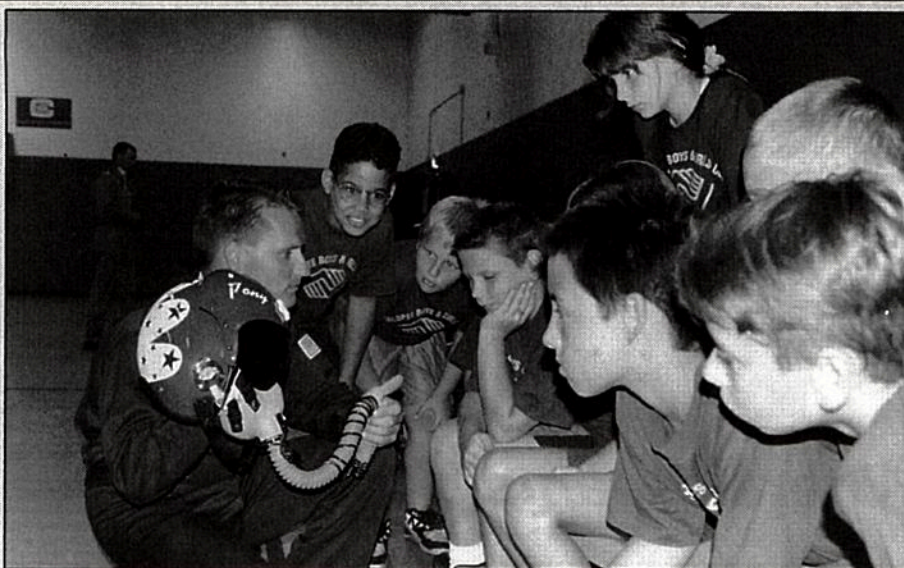
That's why they put so much effort into the "March Down" when the crew chief's march out to the lined-up aircraft in a ceremony to present the plane to the



# Goodwill soaring

The Air Force Thunderbirds have the right stuff both in the air, and on the ground. While in town to perform at Westover, Thunderbird ambassadors visited the Chicopee Boys and Girls Club (right), and delighted youngsters at the Shriner's Hospital, an orthopedic hospital treating children from all over the world.

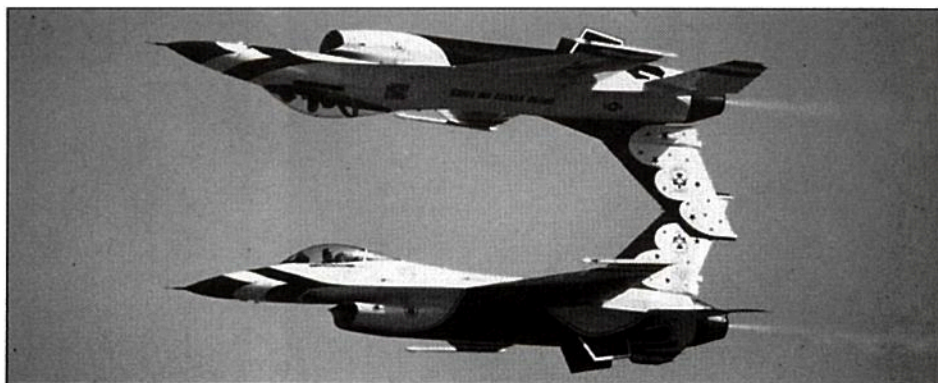
Photos by MSgt. Howard Garbarsky



pilot at the start of each aerial demonstration.

"We're the only unit in which the pilots don't do a pre-flight walk-around," said crew chief TSgt. Pete Coffman. "They come out and shake our hands. The planes are totally pre-flighted and cocked and ready to go. There's total trust between the pilots and crew chief that all the maintenance folks have done their complete job," he said.

When the last roar of the F-16s faded at the end of the demonstration, pilots and crew chiefs patiently signed autographs for boys and girls who will never forget the day they met the legendary Thunderbirds.



**TOPSY TURVY** -- The Thunderbird F-16 Falcon pilots don't use mirrors to achieve the unique flying maneuver above, but use great skill and precision flying.





## Where dreams begin

**SOAKING IN THE FUN** — Under the showers (above) is Ned Kenney, 7, of South Hadley. At right, Anibal Crespo and Jeffrey Roman, of Hartford, can brag they flew helicopters at Westover. Krista, Erika and Katherine Hiller, of Vernon, Conn., pretend preflight in a C-23 cockpit (bottom left), while John Barrett and Adam Bach, from South Hadley, get in a card game in the shade of a C-141 wing (bottom right). One-month-old Alexandrya Pope sleeps peacefully with the help of earplugs.



*photos by*  
**MSgt. Sandi Michon**





# Warbirds span space of history

Article and photo  
by TSgt. W.C. Pope

The one thing in common among the owners of the World War II aircraft is their life-long passion for flight.

The Warbirds are a fascinating and eclectic group of people who own World War II aircraft, and display and demonstrate their vintage aircraft at airshows throughout the country.

"When I was a kid I loved planes, built models and dreamed of flying someday," said Earl Hasselmark, owner of the 1941 Stearman PT-17 biplane. "In 1979 that dream came true when I went to a commercial flying school, walked in the door and said, 'teach me'."

In 1985, Hasselmark bought his biplane. He says the flying, owning and the nostalgia of the airplane is why he continues to participate in the Warbirds. "I enjoy having the older flyers visit our area with tears in their eyes remembering how they learned to fly in one of [PT-17s] these."

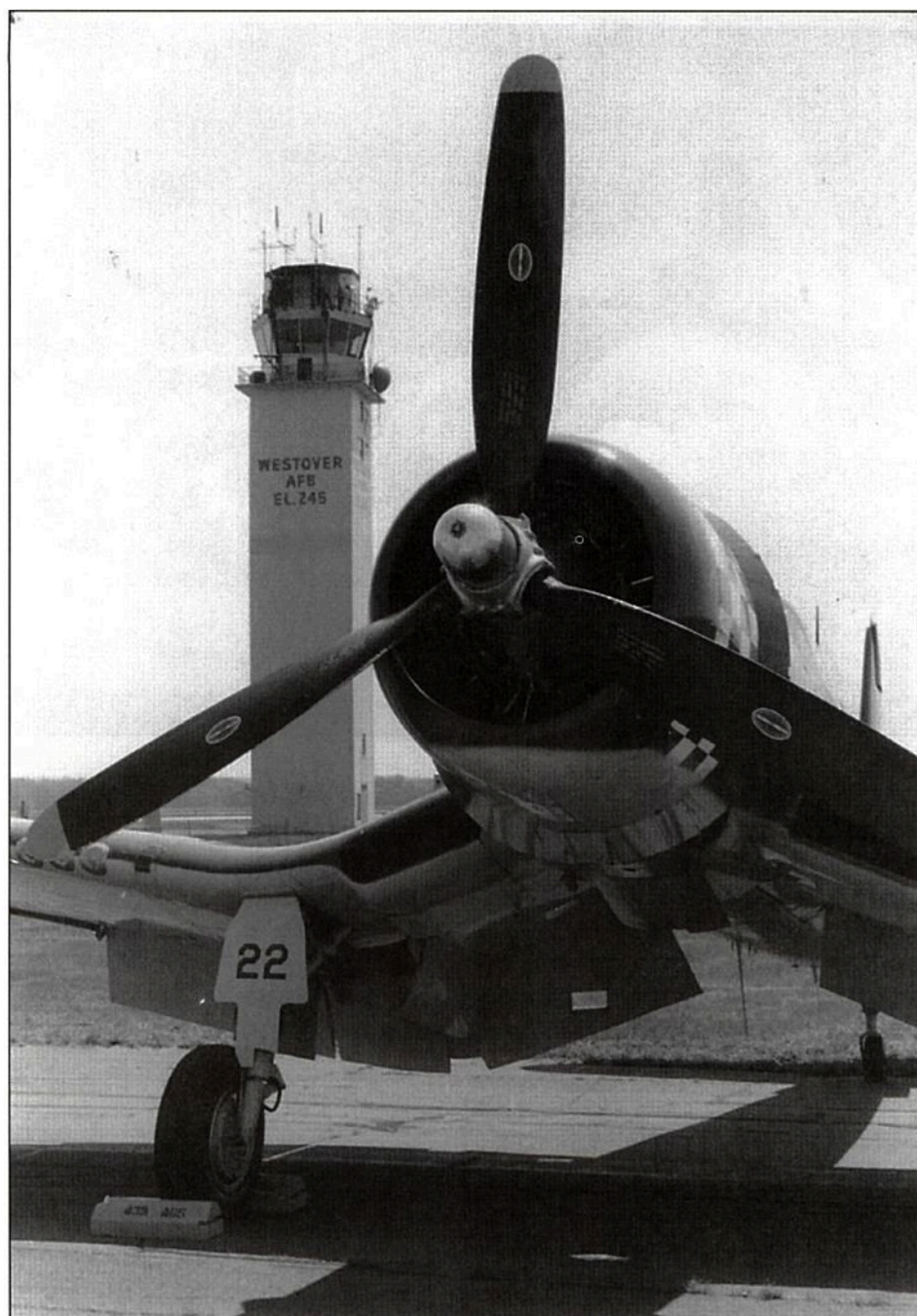
"Sure, I built model airplanes and flew radio control airplanes when I was a kid and dreamed of flying," said Jack Mitchell the owner of a T-28 with Canadian markings. "I saw a T-28 at an air show in Titusville, Florida and had to have one. I bought mine from a Canadian guy who painted it with his country's markings. Canada never had T-28s, so it's quite a novelty, especially among the Canadian visitors."

The crew of the C-54 also recounted flying ambitions from early childhood. Pilot Jim Vocell makes his living as a pilot for USAir; co-pilot Pat Whitehouse is a pilot for Delta; crew chief Tim Shanteler is a computer programmer, and another crew chief is a sign painter.

Their backgrounds are varied, but their flying fixation builds teamwork and camaraderie.

"We all chip in doing maintenance on the C-54," said crew chief Frank Hammerbacher. She was pulled out of the boneyard in January of this year after sitting there for 18 years! We had to clean bird nests out of all parts of the plane and there was a huge one in the cockpit that took awhile to get rid of."

The youngest members of the Warbirds, who are in their late twenties, own the P-51 Mustangs. Ed Shipley is a tele-



**NAVY CORSAIR** — An F-4 Corsair, a World War II carrier aircraft and a member of the Warbirds, sits on the ramp with Westover's tower in the background.

vision director and Jim Beasley is a doctor. "I definitely built model airplanes when I was a kid," said Shipley standing beside his 1945 warbird. "Owning one of these is like being a kid again and it is exciting to own a piece of history. It also doesn't hurt to own what's considered the sports car of World War II aviation." The P-51 Mustang has a Rolls-Royce engine and was the first to go 500 mph in a dive.

A retired airline pilot Tom Kennedy, coordinates the Warbird show at

Westover. "The Warbirds are living history," Kennedy said. "To be able to touch aircraft that fought and flew in WWII is quite an event."

During the airshow, a nine year-old boy stood among the Warbirds. He clutched a model kit bought from one of the vendors.

"I like the air show because I want to be a pilot when I grow up," said Cody Nellis from Springfield

The Warbirds exposed yet another generation to the passion of flight.





MSgt. Sandi Michon

**CROWD PLEASERS** — Certain airshow events demand attention. When the AV-8B Harrier jet roared to a standstill in midair, (above) crowds stared in disbelief. The Thunderbird performance brought all eyes skyward (bottom left). In center photo, Sarah Laferriere and John Fournier, both 9, from Belchertown, show surprise and awe as an F-16 screamed across the flightline upside down.

# Great New England

Article by SSgt.



MSgt. Sandi Michon







MSGT. Sandi Michon



Marshall Hathaway

**PLANE ATTRACTION** — Scores of media flocked to Westover to cover the Great New England Air Show. At left, WGGB TV, Channel 40, from Springfield, broadcast live from the air show, and produced a four-hour prime-time show. Above, the F-117 Stealth Fighter proved to be a main attraction with crowds surrounding the plane throughout the show.

# Airshow '96

Christine Mora



MSGT. Sandi Michon

They came. They saw. They seemed to have one heck of a time.

More than 700,000 spectators crowded Westover's flightline during the 1996 Great New England Airshow Aug. 3-4 during a hot, hazy weekend that featured the old, the new, and the exciting.

The U.S. Air Force Air Demonstration Squadron, the Thunderbirds, let the massive crowd know just what air power is all about. They performed an array of maneuvers in their F-16 Fighting Falcons that wowed the spectators.

"I've seen a lot of airshows and demo teams, and they're all good," said Tom Hanrahan, of Winchester, Conn., "But the Thunderbirds are amazing. They are so powerful, they go over the top."

The U.S. Navy Leap Frogs showed flair in the air as they performed aerobatics parachute jumps during the two-day show. "It's important for people to know that the Navy is not just about ships," said Senior Chief Petty Officer Al Benish, a 16-year Navy Seal and two-year veteran of the Leap Frogs.

In total, 55 modern aircraft littered the runway and hordes of visitors took a close peek at aircraft they might otherwise not see. "The fighters were awesome," said Rebecca Downing, from Peabody, Mass., "I've never gotten this close to Air Force planes before."

A top highlight among static displays was the sleek F-117 Nighthawk, more commonly known as the Stealth Fighter. The Australian C-130 display was a big crowd pleaser, as was the gigantic Westover C-5A, whose size was even more impressive as it dwarfed all other

aircraft.

Spectators packed the flightline. They craned their necks as the all-day flying program unfolded. A show stopper was the Marine Corps AV-8 Harrier. Although impressive whizzing by, it was astounding when it stopped in the air, backed up and took a bow.

Visitors got a taste of old as well as new in the World War II Warbirds exhibit, featuring more than 15 vintage aircraft like the C-47 and popular P-51 Mustang.

The Warbirds, as well as civilian acts like stunt pilot Mike Goulian and the Iron Eagles, were brought to the airshow by the Galaxy Community Council. In addition to coordinating acts and the Galaxy Gardens reception area, the council also helped out managing security.

"We enforced some increased security measures including baggage checks and restricted access to the flightline," said Maj. Roger Summerlin, commander of the 439th Security Police Squadron. The public was very receptive to the measures and we had no security problems."

All told, the airshow was considered to be a great success. "We've had a great deal of feedback from letters, calls and America Online messages," said Lt. Col. Paul Torpey, airshow director. "The spectators were impressed and thoroughly enjoyed the whole show. The success of the airshow was all and more than we expected."



## Airshow features homegrown heroes

by MSgt. Sandi Michon

The Thunderbirds were the main attraction at Westover's airshow, but for Michael Nicora, it was three base maintenance guys that stole the show.

It was Nicora's first airshow and the 20-year-old West Springfield native was enjoying the show when his motorized wheelchair broke.

Nicora's personal care attendant, Chet Martin, sought help at the airshow medical tent. The medical staff contacted maintenance, and in less than two hours, SSgts. Joe Whalen, Robert Ivy and Jon Templeman had Nicora back on the

flightline.

The three specialists from the 439th MXS saved Nicora nearly \$400 in repair costs, but more importantly, they saved the show.

Nicora enjoyed the remainder of the show — particularly the Thunderbirds — but said, "What the guys did for me meant more than anything."

Although his cerebral palsy inhibits his speech, Nicora was still eloquent in his praise of Westover. "They say the Marines have a few good men, I think the Air Force does too," quipped Nicora.



SSgt. David S. Hall

Michael Nicora

## Safe and secure



**BAGGAGE CHECK** — More than 700,000 visitors thronged Westover's gates on Aug. 3-4. Due to recent bombings worldwide, base officials stepped up security by checking bags at flightline gates. Maj. Roger Summerlin, base chief of security, reported crowds were receptive. He said only three arrests and three "fender-benders" were reported over the two-day period. Compared with a city of comparable population, Westover officials are proud of those statistics.

photo by SSgt. Paul Mantikoski



SSgt. Mike Greco

**HANGAR-SIZE CLASSROOM** — The Base Hangar offered a variety of displays during the airshow.

## Base Hangar museum of sorts

by MSgt. Tom Allocco

The Base Hangar was a cacophony of sights and sounds during the air show, with more than 35 exhibits, from World War I aviation displays to a Combat Arms Training and Maintenance video weapons simulator.

The hangar reverberated with the roar of simulated gunfire as adults and children lined up both days to test their skills against video opponents at the 439th SPS Fire Arms Training System. The 739th SPF also set up a display of security police weapons and equipment.

Life Support and the 58th APS showed off their equipment and visitors to the hangar had the opportunity to learn about other aspects of national defense, from World War II gas ration coupons to Desert Storm MRE's.

Others in the hangar included retired MSgt. John Shlatz who set up a display to fan support for a Purple Heart Museum in Enfield, Conn. The 220th Transportation Co. of Springfield, which helped with the hangar set-up, also contributed a display of military hardware.

Veterans groups included the Korean Veterans Association, the 1st Marine Air Wing Association, the Air Force Association, Vietnam Veterans of America, Tuskegee Airmen and Retired Officers Association.



## Reunion refuels memories: melds yesterday and today

by SSgt. Paul Mantikoski

It was as if the bus was taking them back 40 years as it rounded a corner and headed for the flight line.

The men sat up straight to look around at once familiar surroundings.

Like excited children on a school field trip, they talked back and forth, pointing to this and remembering that.

"There's one," said one man pointing to the smaller KC-135 nestled amongst the giant C-5s, "I didn't think they were that big."

They remembered the stratotanker with bittersweet memories. It replaced the KC-97 tanker they flew at Westover with the 384th Air Refueling Squadron from 1955 to 1966. The reunion tour is visiting the same unit, only now the 384th ARS is stationed at McConnell Air Force Base, Kansas.

As the group approached the aircraft, the older generation surrounded the younger flight crew. Hardy handshakes and slaps on the back were exchanged as these refuelers of 40 years ago shared their stories and experiences with the refuelers of today.

Stories of 34-hour missions and over-speeding engines echoed throughout the fuselage as if they happened yesterday. One suspense-filled tale would end, only to be topped by another. Memories were



SSgt. Paul Mantikoski

**ONCE A BOOMER ... ALWAYS A BOOMER — SSgt. Mark Batties of the McConnell 384th shares the boom with Don Tarkiainen of the former Westover 384th.**

so thick you could brush them away from your face.

Each man was drawn to where they served. Pilots and navigators to the front, boomers to the rear.

Former squadron commander Lt. Col. James M. McDonald of Sebring, Fla., sat at the controls as if he were preparing for a mission. "If you help start her up, I'll take us for ride," he said with a grin.

In the rear, Don Tarkiainen, a boomer

from the old 384th, shared stories with SSgt. Mark Batties of today's 384th.

Comparing notes at the boom controls, the years seemed to fade away as the two boomers talked and laughed about lying down on the job.

Although the planes and times were different the men and their missions are the same. They all share more than the squadron name. They share the skills, the dedication and the camaraderie that spans generations.

## Versatile C-47: plane that won WWII

by MSgt. Tom Allocco

Pat Whitehouse of the Atlantic Warbirds knew the C-47 was a classic the day he lost his right engine as the wheels left the runway on take-off from Geneseo, N.Y. a few years ago.

"The book says you can't take off with one engine, but I didn't read the book," Whitehouse said. "We were able to get to traffic pattern altitude. It's a great flying airplane."

In fact, there may be no aircraft more universally recognized in its class for rugged dependability, versatility and contributions in war and peace.

Thanks to the Atlantic Warbirds, the airshow audience had the opportunity to see an example of the classic 1943 C-47 with the nose art Precious Cargo.

"With the tail dragger you can operate on a gravel strip," Whitehouse added. They've operated out of as little as 2,000

feet with cargo. They've even put JATO (Jet-Assisted Take-Off) bottles on and flown them off carriers."

"The control surfaces — aileron, elevator and rudder — are all lightweight fabric. A projectile flies right through without tearing it up. You can take a piece of cotton from your uniform, paste it on and fly that airplane again," Buxton said.

Several members of the Atlantic Warbirds have personal war stories to tell. David Frawley, who started his flying career in a Waco biplane in 1939, fell in love with the C-47 as an Army Air Corps flying instructor during World War II. Carmen Matropieri flew on a C-47 in a re-supply mission in the South Pacific during the war. Twenty years later, Whitehouse was wounded in the leg while flying an Air America DC-3 hit by North Vietnamese ground fire.

"Ike said this plane won the war," Frawley said.



TSgt. Don Tulbot

**PRECIOUS CARGO — Three Warbird pilots pose in front the C-47, during the Great New England Airshow.**



## Westover to become DANTES test site

by MSgt. Sandi Michon

When it comes to education, Westover education personnel are doing their homework.

The good news is that military spouses are now authorized to take standardized, college-level tests at Air Force Reserve DANTES test offices.

The better news is that Westover will become a test center by late fall.

The changes reflect a continuing trend that emphasizes expanded educational opportunities for reservists — and now for their spouses.

The testing service falls under an education umbrella called Defense Activity for Non-Traditional Education Support (DANTES). All types of learning experiences can translate into higher education credits through DANTES' non-traditional approach. About 300,000 DANTES-sponsored exams are administered each year to military personnel. The most common test is the College Level Examination Program (CLEP). (See inset)

"It's great that Westover is becoming a test site," said TSgt. Kevin Brown,

education journeyman. "Now we can explain the options, and also provide the convenience of testing here."

Education officer, Capt. Tom Schwechheimer explained the benefits of the different DANTES tests. "So many are a few credits short of a degree," said Schwechheimer. He said the testing program can help people start a degree, or help finish those last few credits — and save money, too. Up to 32 credits can be accomplished through CLEP tests. The tests are on a pass/fail system.

The use of non-traditional education for the military recognizes the value of military technical training, according to Schwechheimer. In addition to testing, DANTES offers Distance Learning through independent study programs.

"Education is a key ingredient for military and/or civilian career progression, and we want to do everything we can to help our reservists," said SMSgt. Christine Seney, training chief.

For more information, call the Education Office at Ext. 3441,3440, or the Training Office at Ext. 2042.

## DANTES

### DANTES Examination Programs:

Test of General Education Development (GED)

American College Testing (ACT) Assessment Program

Scholastic Assessment Test (SAT)

Graduate Record Examinations

(GRE)

Graduate Management Admission

Test (GMAT)

Praxis (NTE)

Law School Admission Test (LSAT)

### College Credit Examinations:

College Level Examination Program (CLEP)

CLEP General Examinations

CLEP Subject Examinations

American College Testing Proficiency Examinations (ACT PEP)

DANTES Subject Standardized Tests (DSSTs)

### Guidance Tests and Assistance:

Interest inventories and aptitude tests

Computer Assisted Guidance Information System (CAGIS)

### Distance Learning:

External Degree Programs

Mind Extension University — The Education Network

Independent Study

National Home Study Council Program

### Military Evaluations Program:

American Council on Education (ACE)

Servicemembers Opportunity Colleges (SOC)

## Employer Support of the Guard and Reserve



Courtesy of TSgt. Kurt Kohler

**BOSS APPRECIATION** — Dawn Haskins, center, supervisor with the New York State Dept. of Mental Health, was presented with the Employer Support of the Guard and Reserve Certificate of Appreciation. Haskins supervises 21 employees, four who are in the military. She is flanked by Col. Dorothy Holiday (left) 439th ASTS commander, and TSgt. Kurt Kohler, Haskins' employee and 439th ASTS med tech.



# Air Force Suggestion Program pays off

by SSgt. Paul Mantikoski

Good things come to those who wait. That's especially true when you find yourself holding a check for \$3,400.

Just ask SSgt. Nevin C. Fannin, an aircraft electro-environmental systems journeyman.

Fannin, using the Air Force Suggestion Program, proposed a way to repair and reposition titanium-bleed-air-expansion ducts in the C-5's wing and cargo compartment.

"The suggestion program is a valuable asset that people need to be involved in," Fannin said.

As far as the waiting goes, it isn't a one- two- three-process. A lot goes into a successful suggestion.

Once he found the problem and a possible way to correct it, Fannin had to deal directly with the company that made the part.

"It was tough to get together with them because the company changed hands a few times and the people responsible changed, too," Fannin said. "Each time that happened, it was almost like starting over."

Fannin added that detail and precision are the keys to a successful suggestion. If something isn't quite clear, it could hold up the process for weeks.

After a year and a half of research, submitting paperwork and coordinating with the manufacturer, his patience paid off.

Fannin plans on using the money to pay some bills, buy a computer for his kids and an old Volkswagen to restore. And in his spare time, he has five other "suggestions" in the works.



SSgt. Nevin C. Fannin

SSgt. Paul Mantikoski

## Flu shots scheduled for October

Flu season will soon be upon us and for Westover reservists that means another opportunity to take advantage of yet one more benefit—free immunization.

Teams of traveling medics will visit various sites on both Unit Training Assemblies in October. This season, reservists must have their medical records with them in addition to their shot records. Medical records are available at the clinic.

Those allergic to flu shots must report to the clinic in September to document allergy.

**The schedule follows:**

### 5 October

0800-0830: 337th AS in the Base Hangar; 439th AES in their building  
0930-1000: 439th MXS, Hangar 7; 439th SVF, Dining Hall  
1300-1330: 439th OG/OSS, Base Hangar; 439th MDS, Clinic

### 6 October

0800-0900: 439th LSS, in Hangar 5  
0830-0900: 337 AS in Base Hangar  
1030-1000: 439th CF in Bldg. 2426; 439th AW in Bldg. 1850  
1300-1400: any personnel in base gym  
1300-1430: 439 MDS, in Clinic

### 26 October

0800-0900: 439th CE in Bldg. 2450; 58th APS in Bldg. 5302  
1000-1100: 439 MXS in Hangar 7; 439th AGS in Hangar 9  
1300-1330: 439th LSS in Hangar 5  
1430-1500: 439th AGS in Hangar 9  
1300-1400: any personnel in base gym

### 27 October

0800-0900: 439th AGS in Hangar 9  
0830-0900: 337th AS in Base Hangar  
1000-1030: 439th AW in Bldg. 1850  
1000-1100: 439th SPS in Bldg. 1520 (second floor)  
1230-1330: 58th APS in Bldg. 5302  
1300-1400: any personnel in base gym  
1430-1530: 439th AGS in Hangar 3  
1230-1430: 439 MDS at Clinic



SSgt. Vin Blanchard



Capt. Phyllis P. Bynum

## Patriot People

**Name:** Phyllis P. Bynum  
**Rank:** Capt.  
**Age:** 36  
**Address:** Columbus, Ohio  
**Unit:** 439th Airlift Wing/Social Actions  
**Position:** Drug and Alcohol OIC  
**Civilian position:** "In transition"  
**Favorite food:** Pizza  
**Years of service:** 17  
**Favorite sport:** Racquetball  
**Favorite hobby:** Collecting things  
**Ideal vacation:** Visit a tropical island  
**Best way to relax:** Read a good book  
**Preferred entertainment:** Hanging out with family/friends  
**Favorite music:** Rhythm and Blues  
**Favorite movie:** *Do the right thing*  
**Favorite aircraft:** SR-71 Blackbird  
**Pet peeve:** Traffic jams  
**What I would do if I won \$1million:** Spend/invest 50/50

## Patriot Praises

### Enlistments

SSgt. Bean, Lonnie S.  
 SSgt. Duquette, Robert F.  
 SSgt. Parsons, Stephen M.  
 SSgt. Sykes, Keith R.  
 SSgt. Whitaker, Terry V.  
 A1C Bernier, Michael J.  
 A1C Elliott, Sonia Y.  
 A1C Hapkiewicz, Jill M.  
 A1C Volk, Simone S.  
 A1C Wasti, Faraz H.  
 A1C White, Petra V.  
 AB Christopher, Shawn J.

AB Hellyar, Ryan M.  
 AB Moses, Kimberly N.

### Reenlistments

SMSgt. Flynn, Arthur F.  
 SMSgt. Lobianco, Frank, Jr.  
 SMSgt. Spear, Henry V., Jr.  
 MSgt. Beaulieu, Ronald N.  
 MSgt. Carter, Lewis, G.  
 MSgt. Gadbois, Georges F.  
 MSgt. Grasso, Gerald A.  
 MSgt. Riley, John J., Jr.  
 MSgt. Thomas, Walter, Jr.

MSgt. Vezina, Tammy H.  
 MSgt. Wiehe, Elton W., Jr.  
 TSgt. Clegg, Nancy C.  
 TSgt. Cronin, James P.  
 TSgt. Gerrans, Glen D.  
 TSgt. Hedrick, Dale C.  
 TSgt. Hurley, Michael D.  
 SSgt. Bennett, Roger C.  
 SSgt. Costanza, Louis T.  
 SSgt. Crouch, Helen L.  
 SSgt. Czupkiewicz, Albert S., Jr.  
 SSgt. Desmarais, Douglas A.  
 SSgt. Demarco, Antonio  
 SSgt. Laliberty, Bryan, Jr.

SSgt. McMahon, Doreen H.  
 SSgt. Pergantis, John L.  
 SSgt. St. Germain, Peter F., Jr.  
 SSgt. Sorber, David H.  
 SSgt. Thorton, Debra M.  
 SSgt. Tiberii, Louis J.  
 SrA. Blinn, Brian R.  
 SrA. Campbell, Eric J.  
 SrA. Darby, Mark D.  
 SrA. Hughes, Justin A.  
 SrA. Hughes, William H.  
 SrA. Menzdorf, Michael S.  
 SrA. Pinkston, Lorenzo, II  
 SrA. Shoemaker, Frank H., III

## New lieutenant gets new job

Former SMSgt. Claire Gaudreau was commissioned in August, and has accepted a new position as 439th MDS health administrator. She has served in various roles at Westover for more than 19 years. Gaudreau (center) is flanked by Barbara Hust (left) and former boss, Maj. Patricia Hale.





# Air show was cooperative venture

An air show is a lot like a jigsaw puzzle—thousands of intricate pieces have to fit together perfectly in order to make the finished product.

That's precisely what happened during last month's Great New England Air Show. Thanks to the cooperative effort of the Galaxy Community Council, Westover's civilian and military personnel, the Pioneer Valley USO, our own Westover retirees, the Air Force Thunderbirds and Navy Leap Frogs, scores of other performers, area law enforcement and governmental agencies and countless other individuals and organizations, we were able to treat our friends and neighbors to one of the best shows in the nation.

As you are all aware, the tragedies in Long Island and Atlanta prior to our show required us to work under additional and unprecedented constraints and pressures. Here too, everyone rose to the occasion and more than 700,000 visitors safely enjoyed the activities at Westover. I am extremely grateful to all of the federal, state and local law-enforcement personnel who worked so tirelessly to protect us, and also to our visitors who patiently cooperated with the additional security measures which were put in place.

From my perspective, the Great New England Air Show truly was great. I've received numerous comments from performers and guests validating that observation. That doesn't mean, however, that we can't improve. We've received some constructive criticism about traffic flow and the audio system and we'll work those and other issues in an attempt to make our 1998 air show even better!

My sincere admiration and deep appreciation goes out to all who came together and worked so diligently. Each of you played an integral part in our successful air show!

**Colonel James P. Czekanski,  
Commander, 439th AW**

## Editorial

## Briefs

### Top chief to key-note dining-out

CMSgt. David J. Campanale, chief master sergeant of the Air Force, is the guest speaker for the enlisted Dining-Out planned for Saturday, Oct. 5 at the Westover Club.

The event gets underway at 6 p.m. with cocktails, followed by dinner at 7 p.m.

Dress for military members is semi-formal or mess dress and semi-formal for civilians. Tickets for E-5 and below are \$15 per person. E-6 and above it is \$20. Tickets may be purchased from unit first sergeants.

### Six reservists earn CCAF degrees

Six Westover reservists have earned associate degrees from the Community College of the Air Force.

Receiving degrees were: TSgt. David N. Brainard, avionics systems technology; TSgt. Brenda B. Brothers, allied health sciences; SSgt. Donna J. Anderson, information management; SSgt. Patrick J. Egan Jr., aircrew operations; SSgt. Valerie S. Montano, aircraft systems maintenance technology and A1C David D. Luxton, electronics systems technology.

### Native American Program planned

November is American Indian Heritage Month which is observed throughout the Department of Defense.

Westover's social actions office is seeking help in planning a program. Anyone interested in participating is asked to contact Capt. Robert Breese or Capt. Phyllis Bynum at ext. 2220 or 3581. Capt. Breese is also available on email at [rbbreese@aol.com](mailto:rbbreese@aol.com). The theme of this year's program is "Ancient Presence in our Midst."





# Reservists encouraged to invite bosses to Westover

by MSgt. Gordon A. Newell

One of the best ways members can educate their employers about the Air Force Reserve program is to invite them to Employer Appreciation Day scheduled for Sept. 21 and Oct. 5.

Reservists who normally drill on the B Unit Training Assembly are encouraged to invite their bosses Sept. 21 while those who usually drill on the A UTA, should bring their bosses on Oct. 5.

Employers are asked to meet at 8:30 a.m. at the Westover Club. Reservists are urged to accompany them with permission of the unit commanders. After registration, the group will be welcomed by 439th AW Commander Col. James P. Czekanski at approximately 9 a.m.

At 9:30 a.m. employers will be bussed to a C-5A for an orientation flight that is scheduled to land at noon. They will then be bussed back to the Westover Club where reservists are asked to meet their bosses for lunch. Lunch for employers will be held at either the club or the Galaxy Dining Hall.

Reservists are asked to invite their employer to spend time on the afternoon visiting their Westover workplace.

Reservists are asked to bring just one employer each. Only reservists who are members of the 337th Airlift Squadron and who are assigned to the flight will fly with their bosses.

To make reservations, members should fill out the form that appears on this page and return it to the 439th Public Affairs office.

## EMPLOYER APPRECIATION DAY APPLICATION

Employer's full name: \_\_\_\_\_

Employer's job title: \_\_\_\_\_

Company name and address: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Reservist (name, rank and unit): \_\_\_\_\_

Reservist's phone numbers:

Day \_\_\_\_\_ Evening \_\_\_\_\_ Duty \_\_\_\_\_

Choice of UTA:

Sept. 21 \_\_\_\_\_ Oct. 5 \_\_\_\_\_

Return form to: 439th Airlift Wing, Public Affairs, 100 Lloyd St. East Wing, Suite 103, Westover ARB, Mass. 01022-1825, or fax to (413) 557-2011.

For more information: (413) 557-3500

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# PATRIOT



Published monthly for Patriots like SMSgt. Thomas Pound, of Middletown, N.Y., and 2,707 members of the 439th AW at Westover ARB, and geographically separated units.

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